

BookletChart™

Revillagigedo Channel

NOAA Chart 17434

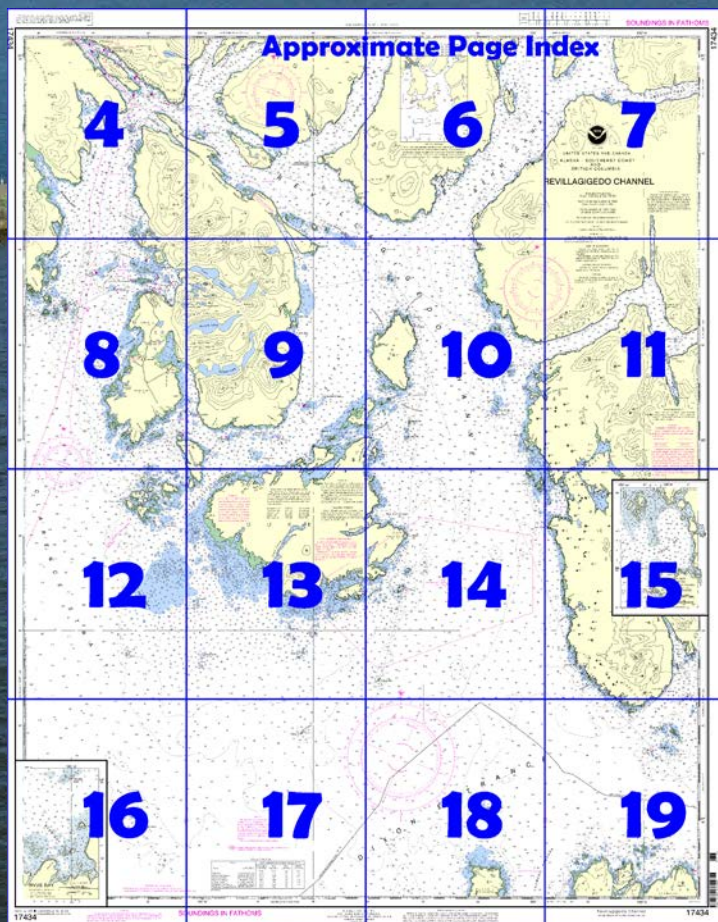


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17434>.



(Selected Excerpts from Coast Pilot)

Duke Island, on the N side of Dixon Entrance between Clarence Strait and Revillagigedo Channel, is low and heavily wooded, and shows numerous round-topped hills. The S and SW sides of the island should be avoided, as rocks and reefs extend about 7 miles offshore. Dangers are marked by kelp during the summer. The farthest outlying dangers are Hassler Reef, West Rock, Club Rocks, Yellow Rocks, Barren Island, and a

reported rocky shoal, covered 3 fathoms with breakers in its immediate vicinity, about 4 miles W of West Rock.

Kelp Island Anchorage, a bight in the E end of Kelp Island, offers fair

shelter for small boats. Anchorage is in 2 to 7 fathoms.

Local magnetic disturbance.—Extreme magnetic disturbances, with differences of as much as 50° have been observed SE of Duke Island. The magnetic compass should not be relied upon within the area outlined in magenta on the charts.

East Island, marked by a light on its E side, is a small island, 2.5 miles S of **Duke Point**, the easternmost point of Duke Island. Round East Island with great care because of the outlying rocks to the W, the magnetic disturbance, and the uncertainty of the tidal currents.

Hassler Reef is an extensive shoal area with depths of 3¼ to 10 fathoms about 7.8 miles W of Mount Lazaro. The reef is covered by heavy kelp during the summer and has deep water close-to. Very irregular bottom extends 3 miles to the S of Hassler Reef, and passage over that section is not recommended.

A rocky shoal, covered 3 fathoms with breakers in its immediate vicinity, is reported about 2.5 miles SSW of Hassler Reef and about 4 miles W of West Rock.

West Rock, 12 feet high, is 6.3 miles SW of Mount Lazaro. A rock with 2 fathoms over it and marked by kelp is about 0.6 mile S of West Rock.

Club Rocks, two in number, bare, and surrounded by reefs and kelp, are about 4.4 miles S of Mount Lazaro; the N rock is 40 feet high, and the S rock is 35 feet high. **Yellow Rocks**, two in number, yellowish in color, and surrounded by kelp, are about 7.3 miles SE of Mount Lazaro. The larger rock is 25 feet high and shows some vegetation.

Caution.—Vessels without local knowledge should not go inside the line of Hassler Reef, West Rock, and Club Rocks. These waters should be navigated with great caution, and every appearance of kelp should be avoided. It is quite possible that isolated pinnacle rocks may exist that show no kelp. There is deep water close to Yellow Rock and Barren Island.

Currents.—Tidal currents have an estimated maximum velocity of about 1.5 knots at the entrance to Boca de Quadra, diminishing toward the head.

The preferred entrance is between Slate Islands and White Reef, following midchannel courses, passing on either side of Kite Island, but preferably N of it.

Naval **restricted** areas are in Behm Canal along the W side of Revillagigedo Island. (See **334.1275**, chapter 2, for limits/regulations.)

Currents.—The flood current enters Behm Canal at each end and meets somewhere in the vicinity of Burroughs Bay. In general the currents are not very strong, ordinarily from 1 to 1.4 knots. Tide rips generally occur on the ebb at the mouths of the various tributaries. During the ebb a strong W set is noticed in Behm Canal at the entrance to Naha Bay. (See the Tidal Current Tables for daily predictions in Behm Canal.) In the early summer, milky colored water extends from Burroughs Bay to the W end of Gedney Island and up into Yes Bay. This is the result of the glacial silt carried down by the rivers emptying into Burroughs Bay.

Currents in Felice Strait have considerable strength. At Harris Island they have a maximum velocity of about 4.2 knots, diminishing rapidly at short distances away. Around Snipe Island the currents have a maximum velocity of 4.2 knots. (See the Tidal Current Tables for daily predictions for places in Felice Strait.)

Currents.—Vessels bound to Nichols Passage from points across Clarence Strait should take the current into consideration, for the course is rarely made good. In Nichols Passage the flood sets N with a velocity of 0.7 to 2.8 knots, the greatest strength being felt in the vicinity of Walden Rocks. Currents are considerably influenced by the winds.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

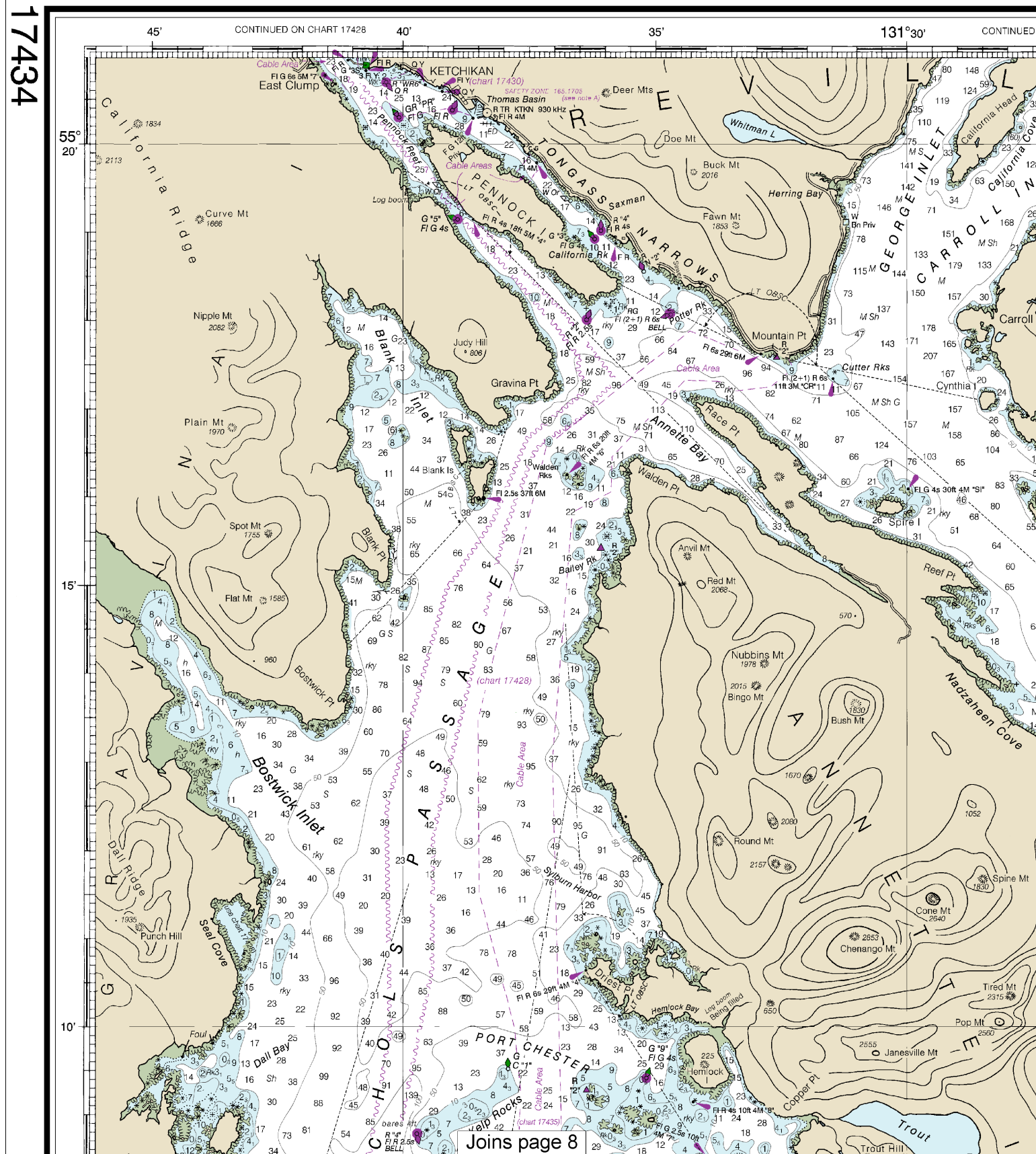
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

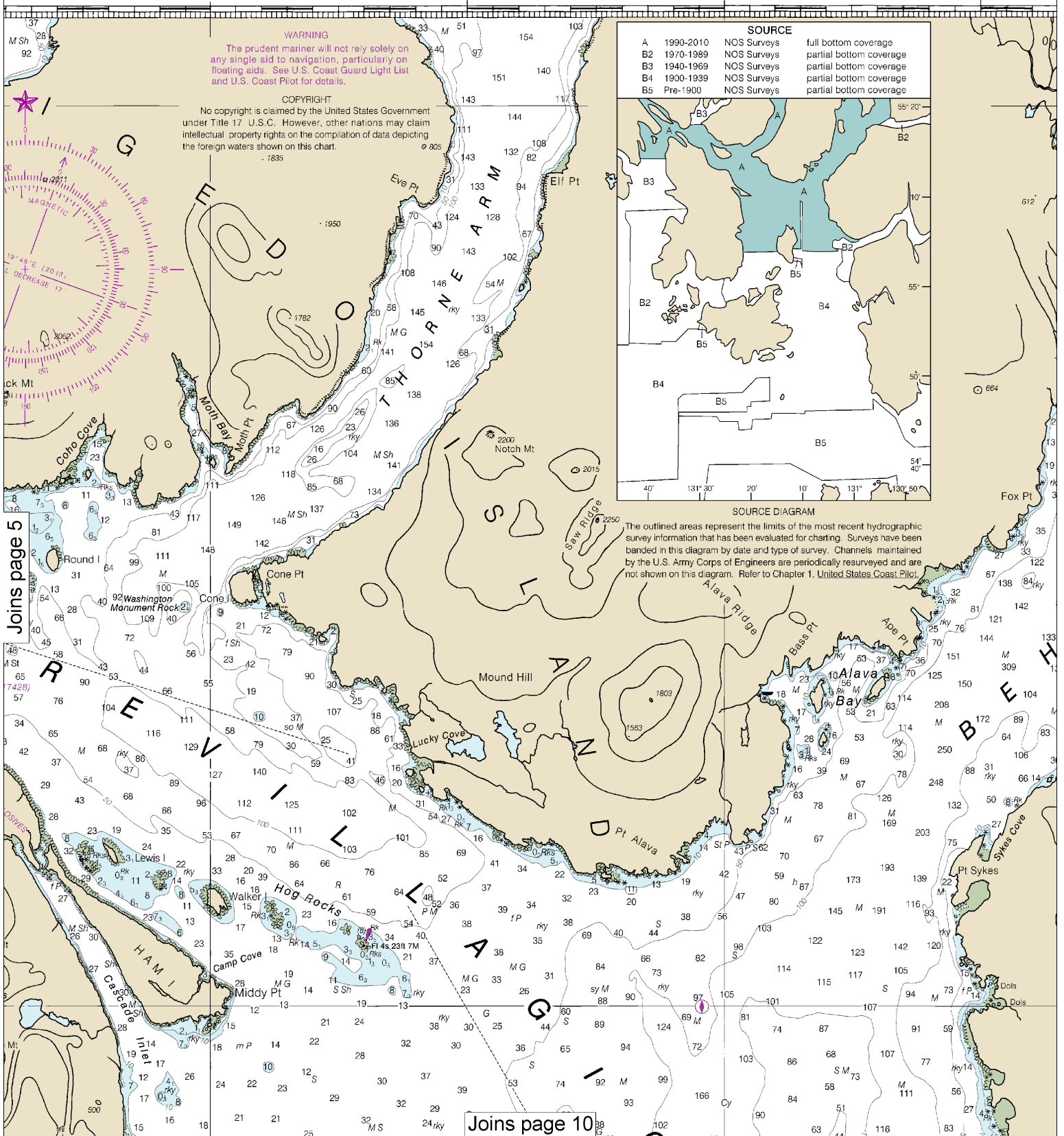
These volumes are available online at <http://www.navcen.uscg.gov>

17434



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

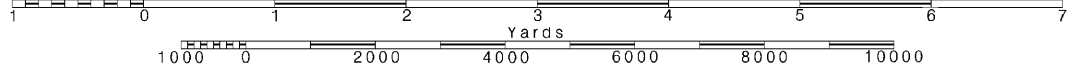
20' 15' 10' 05' CONTINUED ON CHART 17428



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

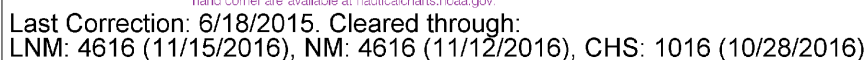
See Note on page 5.



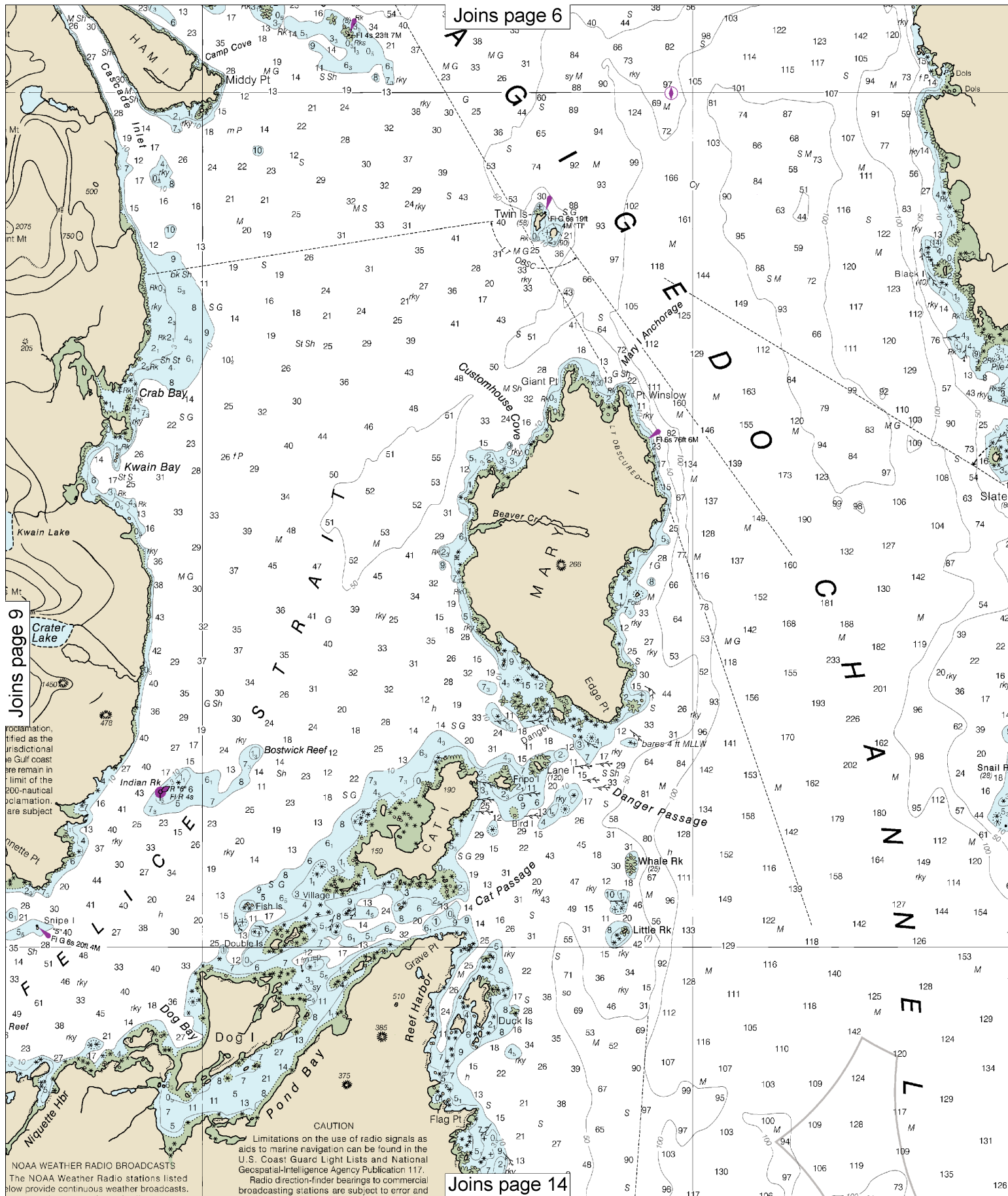
Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

17434



7



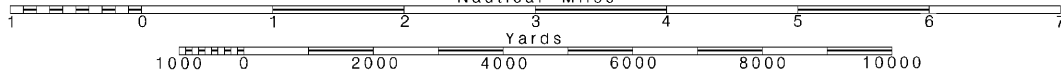
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

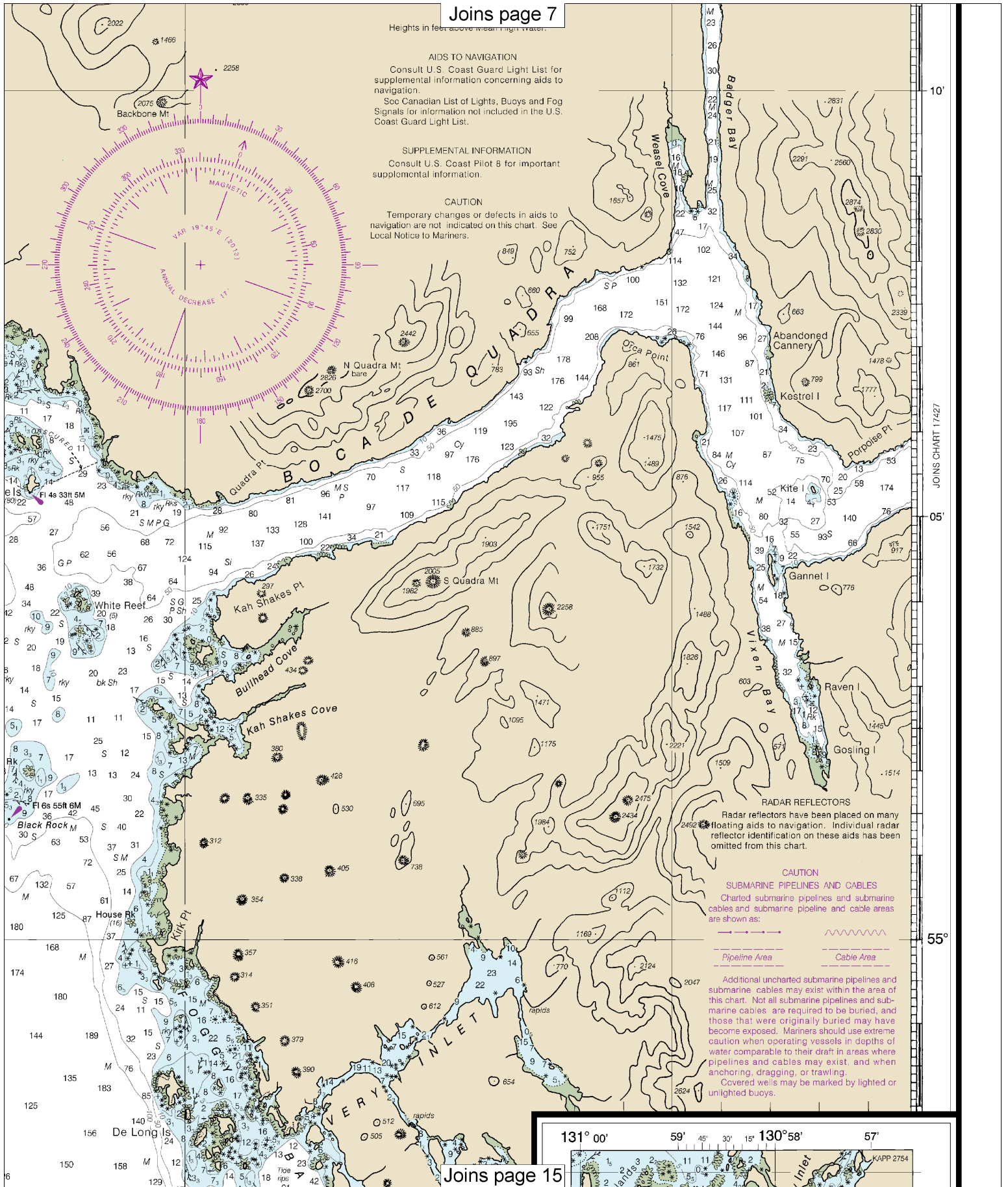


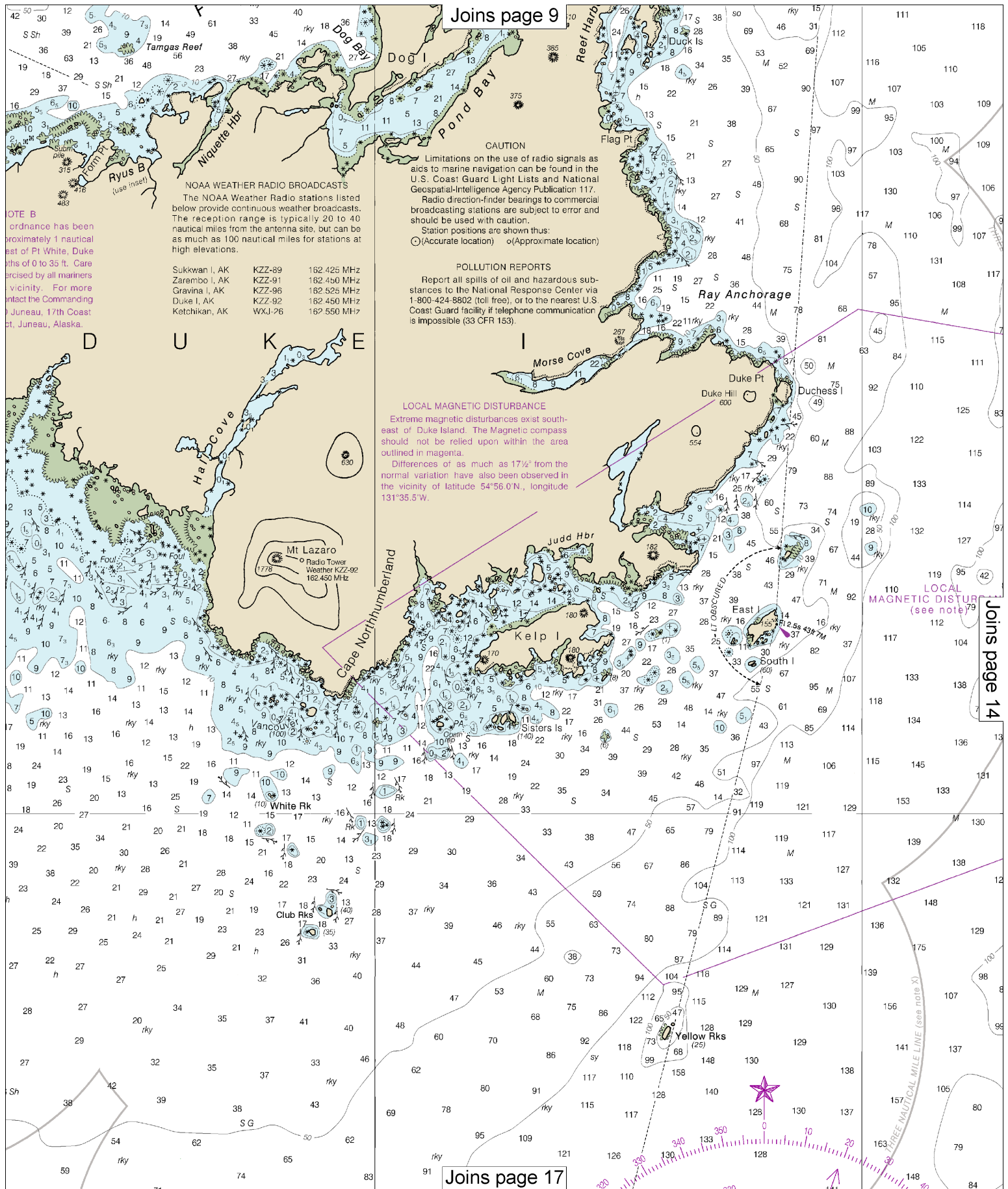
Heights in feet above mean high water.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplemental information.

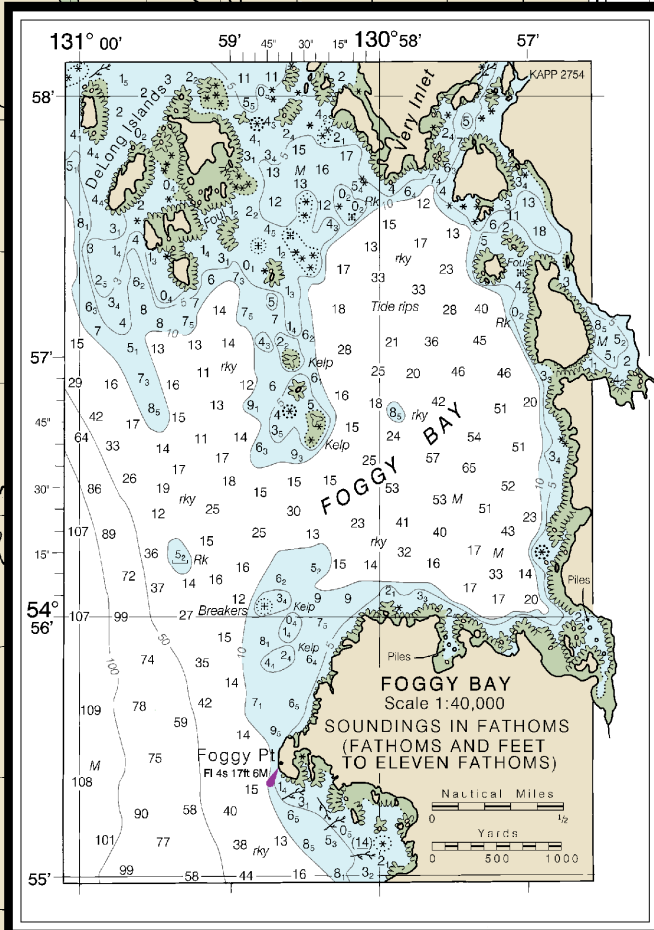
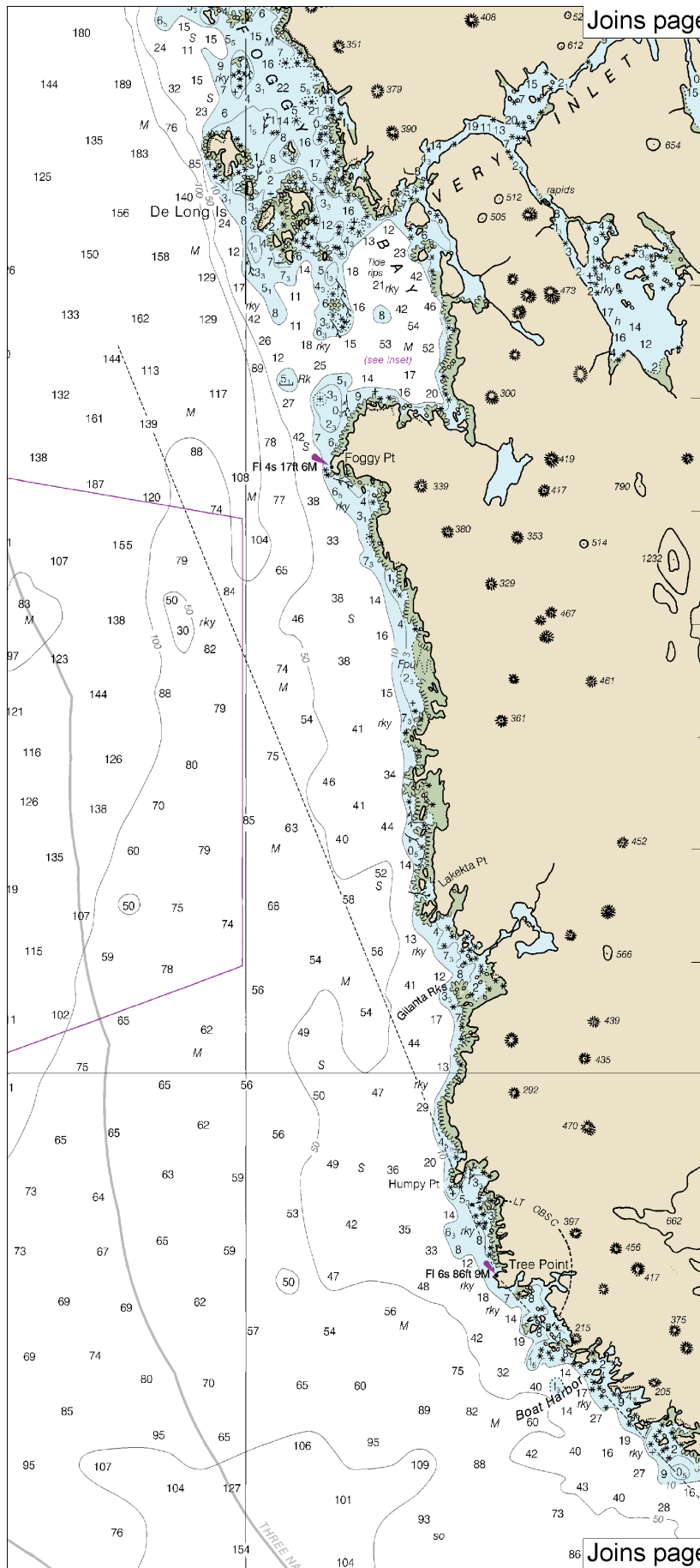
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.





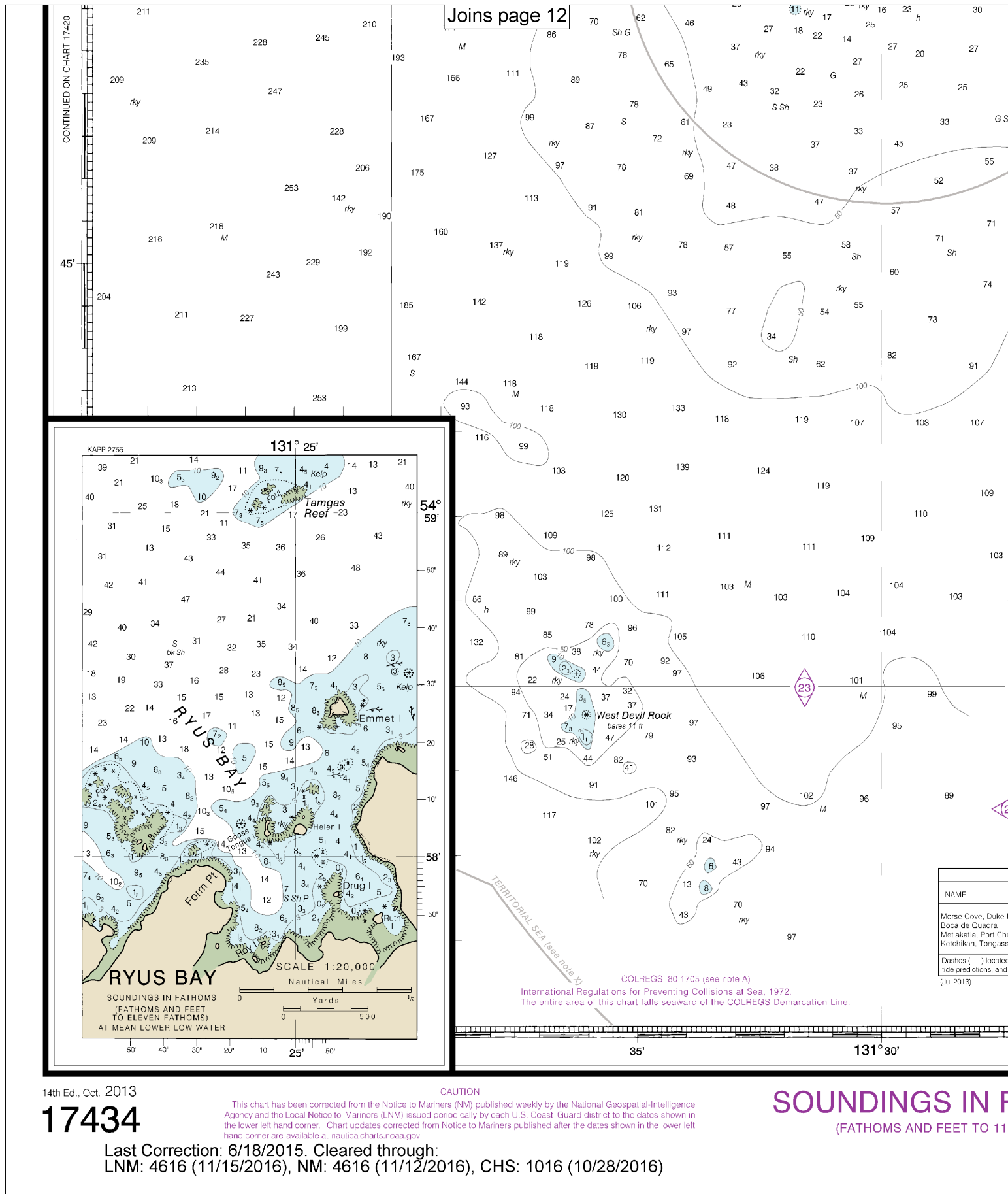
Joins page 11

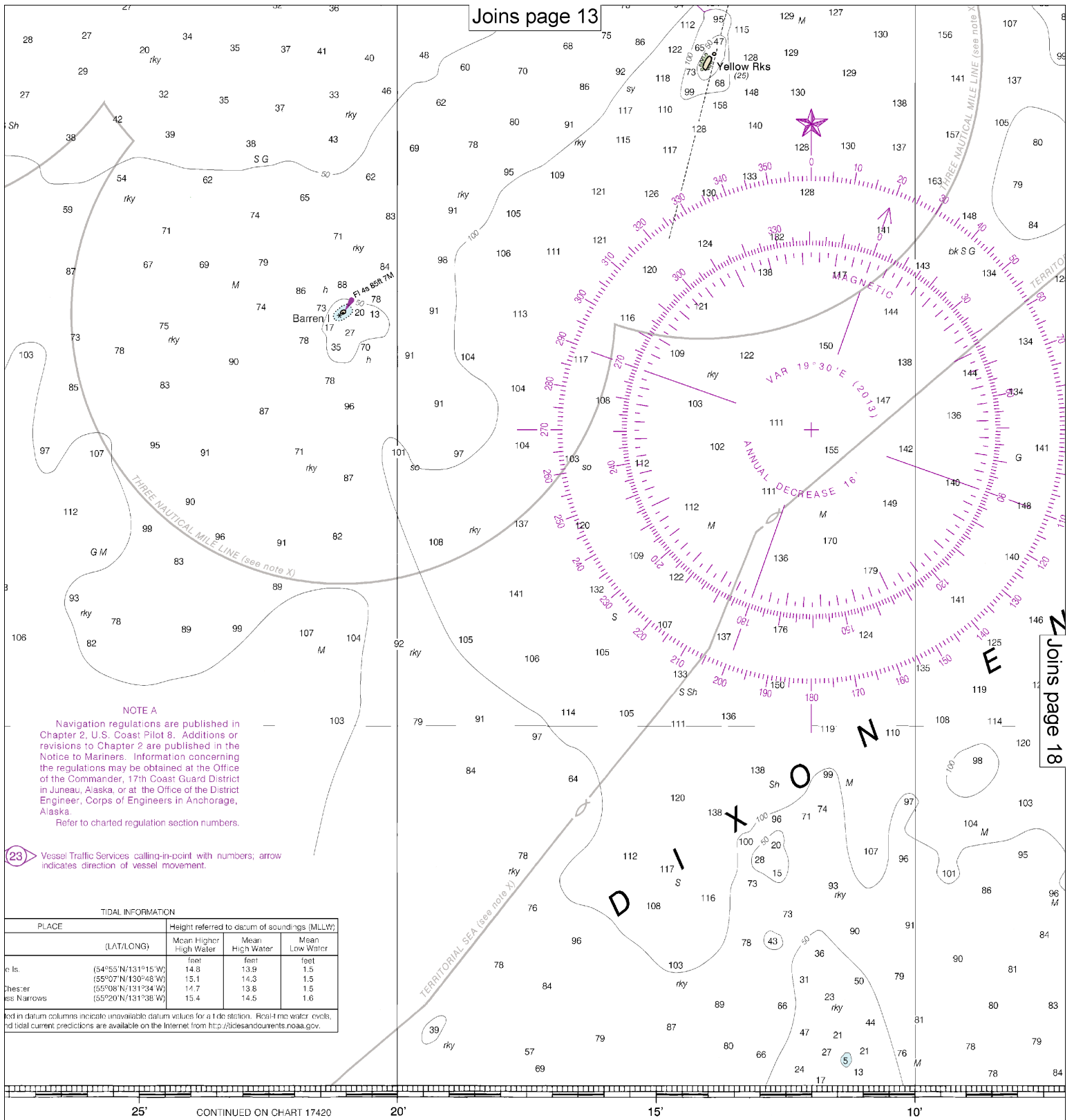
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.



Joins page 19

CONTINUED ON CHART 17427





NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

(23) Vessel Traffic Services: calling-in-point with numbers; arrow indicates direction of vessel movement.

TIDAL INFORMATION

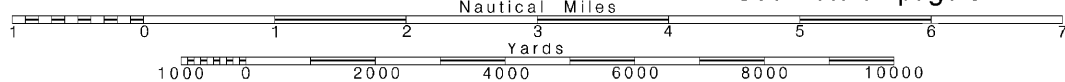
PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
o Is.	(54°53'N/131°15'W)	14.8	13.9	1.5
Ches'er	(55°07'N/130°46'W)	15.1	14.3	1.5
es Narrows	(55°08'N/131°04'W)	14.7	13.8	1.5
	(55°20'N/131°36'W)	15.4	14.5	1.6

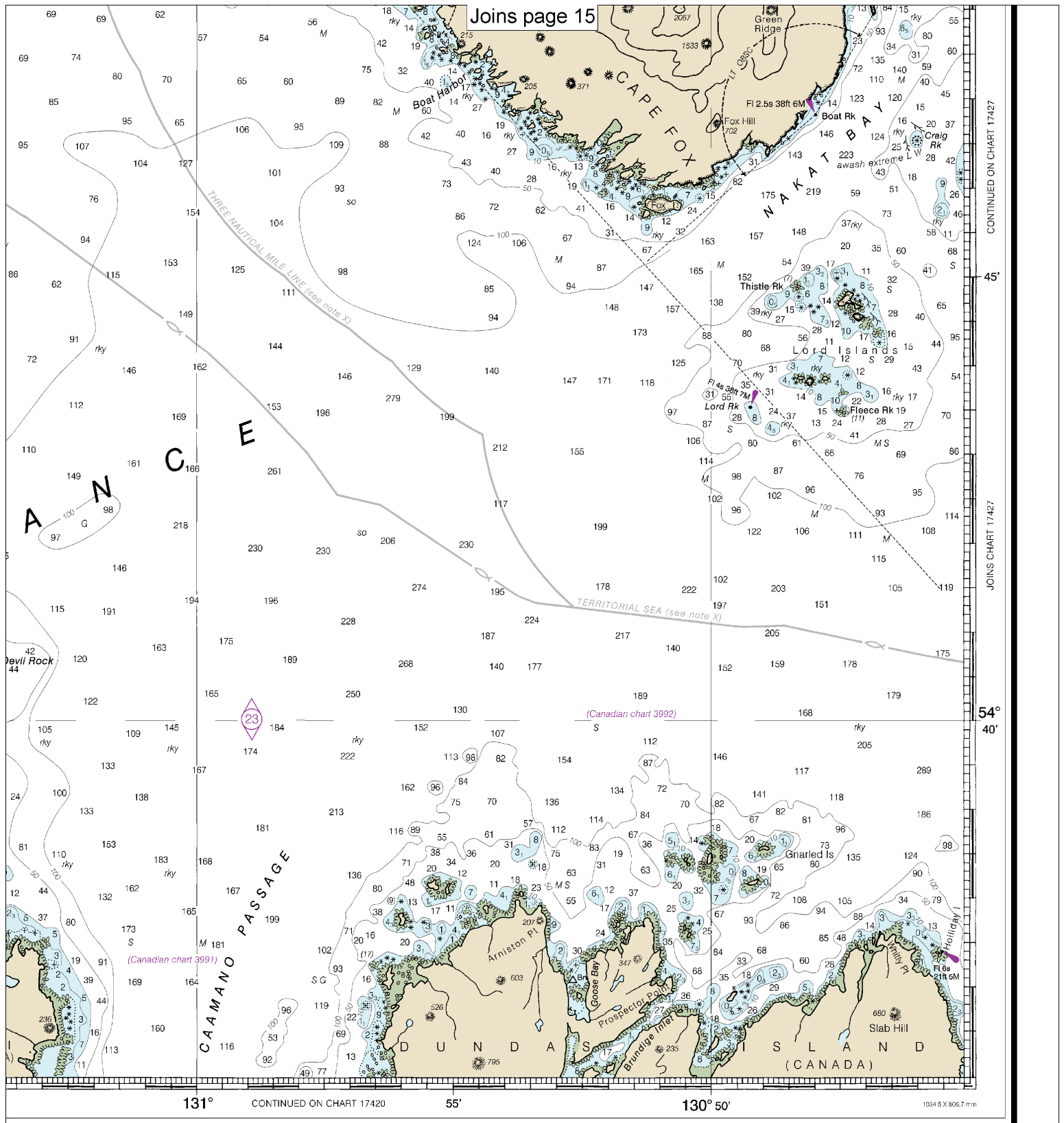
ed in datum columns indicate unavailable datum values for a tide station. Recall the water levels, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

25' CONTINUED ON CHART 17420 20' 15' 10'

FATHOMS
(1 FATHOMS)

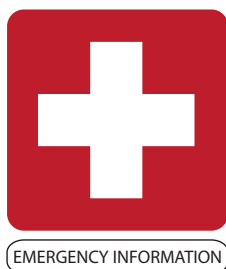
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





Revillagigedo Channel
SOUNDINGS IN FATHOMS - SCALE 1:80,000

17434



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.